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GEOGRAPHIC SCHOOL BULLETINS

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(The National Geographic Society is a scientific and educational Society, wholly altruistic, incorporated as a non-commercial institution for the increase of geographic knowledge and its popular diffusion. General Headquarters, Washington 6, D. C.)

April 16, 1945. Vol. XXIII. No. 26.

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Fred Armbrister

"BLACKBEARD" HANGS IN EFFIGY FOR THE AMUSEMENT OF NASSAU'S PREWAR WINTER COLONY

The real Blackbeard, a pirate named Edward Teach, was no laughing matter for early 18th-century residents of the Bahamas. This British-owned string of islands off Florida was long infested with buccaneers and contested for by rival European powers. Even the United States Navy entered the islands' uproarious history when, during the Revolution, it captured old Fort Montague, guardian of New Providence, central island of the group. Nassau, Bahamas capital and popular resort, is situated on New Providence. Surrounding islets and cays are dotted with the winter homes of British and American residents. This "watch-tower" is on the island estate ("Treasure Island") of the famous Chicago newspaper cartoonist, John T. McCutcheon (Bulletin No. 3).

GEOGRAPHIC SCHOOL BULLETIN

HOW TEACHERS MAY OBTAIN THE BULLETINS

The Geographic School Bulletins are published weekly throughout the school year (thirty issues) and will be mailed to teachers in the United States and its possessions for one year upon receipt of 25 cents (stamps or money order); in Canada, 50 cents. Originally entered as second-class matter January 27, 1922; re-entered as of April 27, 1943, Post Office, Washington, D. C., under Act of March 3, 1879. Copyright, 1945, by National Geographic Society, Washington 6, D. C. International copyright secured. All rights reserved. Quedan reservados todos los derechos.

Prewar Germany Was Crazy Quilt of Scattered Political Units

SUPPOSE that Texas alone held five-eighths of the area of the United States. Imagine Rhode Island, Delaware, and West Virginia—chopped into two, three, and five pieces respectively—scattered here and there inside Texas. Suppose that a chunk of the Lone Star State were off by itself within Mexico or Canada, and that bits were to be found within Nebraska, Illinois, and Georgia.

Imagine Arizona in two separate halves, one of them an island completely surrounded by Utah. Suppose El Centro and the Imperial Valley of southern California were governed as part of Minnesota.

Prussia Dominated 15 Smaller States

Such a crazy quilt map of the United States would be matched by the helter-skelter political divisions of prewar Germany. To comprehend dispatches from Allied armies cutting deeply into Naziland, news followers at home must learn to take such flights of fancy, and to realize that German states and state divisions are not to be too closely compared to units of the United States.

Under totalitarian rule, these Reich divisions have been reduced from political to mere administrative and defense units, but their names, each with its own proud past, live on to confound the present conquerors of Germany and their homefront followers.

The Germany of January, 1938, before the seizure of Austria and Czechoslovakia, counted 16 states. Prussia, with 113,000 square miles of the nation's 181,000-square-mile total, was easily the dominant state, stretching clear across the big northern half of the country. It is less than half the size of Texas, but contained seven times the prewar population.

Prussia, in turn, was divided into 14 provinces—some of them patches on, and some of them patched by, non-Prussian states in the German hodge-podge. Bavaria, second largest state, and others also had provinces. The 42 Gaue, or Nazi party districts, corresponded roughly to the small states plus the provinces of the larger states.

Virtually all territory captured on both eastern and western fronts until recently lies in Prussia. The first exception was the United States Third Army's invasion of little industrial Saarland, adjoining France's Alsace-Lorraine in the west. This captured area was Prussian until the Saarland state was created after World War I.

Third Army Breakthrough Crosses Several States

Elsewhere in the west, the Yanks and their Allies have taken most of Prussia's Rhineland province. Battling eastward from the Saarland, they crossed three west-of-the-Rhine parcels of three separate non-Prussian states whose major territories lie east of the Rhine. These are the Palatinate (marked by the cities of Kaiserslautern, Ludwigshafen, and Speyer), politically a piece of Bavaria; Rhein Hesse (marked by the cities of Mainz and Worms), part of Hesse, which lies in two additional pieces across the river; and a finger of land centered in the town of Birkenfeld, part of far-off Oldenburg, a state on the North Sea west of Bremen.

Patton's breakthrough after crossing the Rhine below Mainz took him through Hesse proper (around Darmstadt), into Bavaria proper (Aschaffenburg), and back into Prussia (Frankfurt and Fulda).

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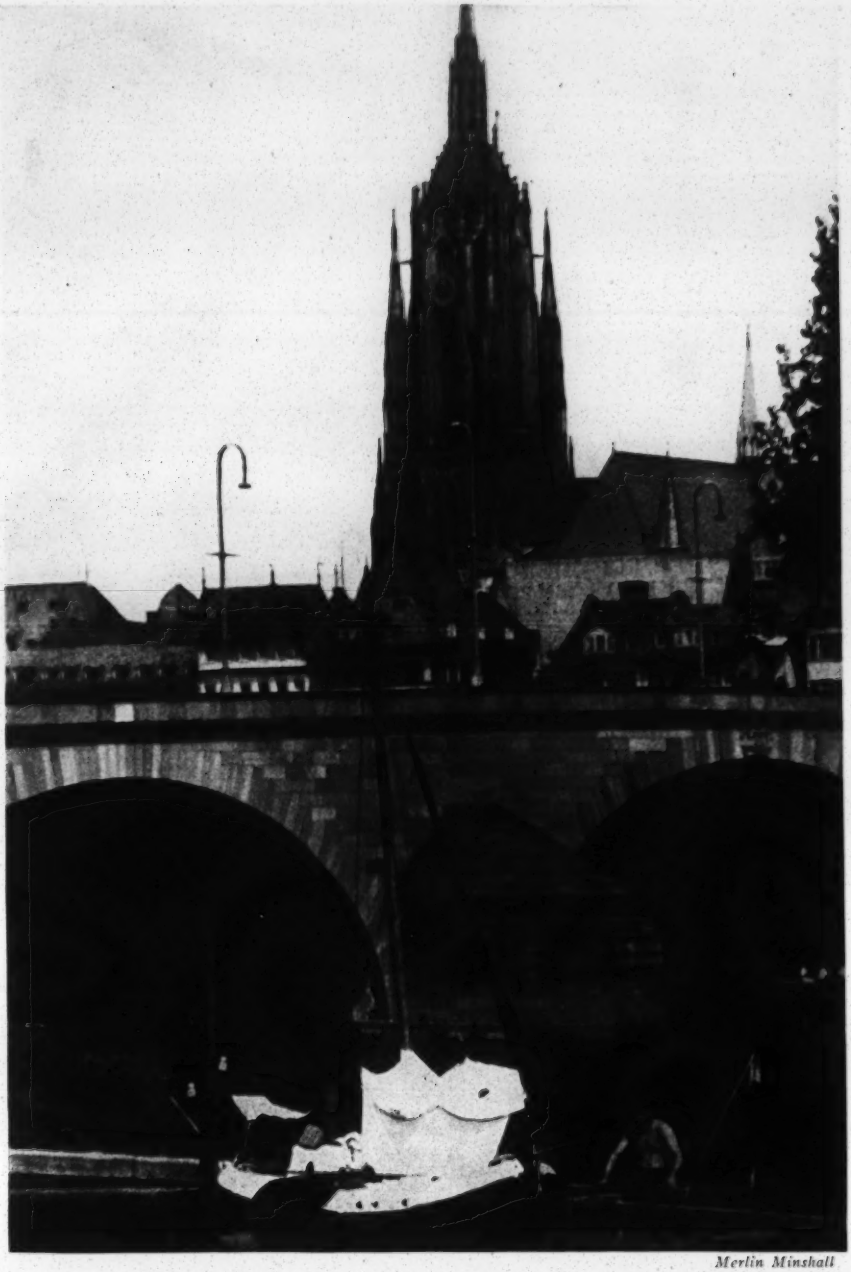

Merlin Minshall

THE CATHEDRAL WHERE GERMAN KINGS WERE CROWNED IS NOW IN G.I. BAG

Frankfurt's red sandstone cathedral, rising beside the River Main, was the scene of the coronation of many German kings in the days when Germany was a loosely knit confederation of independent states, cities, and principalities. Frankfurt's history began when Charlemagne and his Franks forded the river there (Frankfurt: Ford of the Franks). Eleven centuries later another Main River crossing took Americans into the historic city (Bulletin No. 4).

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General Headquarters, Washington 6, D. C.

Fortified Straits to Jap Inland Sea No Bar to U. S. Bombers

IF 1,400 enemy planes from carriers cruising off Ocean City, Maryland, were to shuttle at will for two days over the countless naval, military, and industrial targets on and around Delaware and Chesapeake bays from Philadelphia to Norfolk, their feat would be comparable to that of the U. S. Navy's carrier task force that recently raided Japan's Inland Sea (illustration, next page).

The Inland Sea (Seto Naikai) is often termed Japan's Mediterranean. It lies south of Chugoku, the peninsula which forms the western end of the main Jap island of Honshu. It is separated from the Pacific Ocean on the south by the island of Shikoku, and the smaller island of Awaji at Shikoku's northeast tip. To the west, the large island of Kyushu shuts it in from the East China Sea.

The Inland Sea Is a Series of Lakes

The Inland Sea winds for 260 miles in a chain of six small shallow lakes, or *nadas*, connected by narrow straits. Varying little in size, the nadas average 40 miles in length by 20 miles in width. They are famous for the beauty of their precipitous rocky shores, green with pine trees and bordered by white sands, and their thousand islands dotted with fishing villages.

The Inland Sea is connected with the ocean by three narrow straits. Each is fortified and easily defended against sea-level approach because their combined width is no more than that of the mouth of Delaware Bay. Izumi Strait, on the east, leads to the Pacific between Honshu and Awaji. It is six miles wide. Shimonoseki Strait—less than two miles wide—is the gateway to the Japan Sea on the west, between Honshu and Kyushu. The strait on the south, between Kyushu and Shikoku, is five miles wide. Fortified straits linking the nadas protect them from surface ships.

The parallel between Japan's Inland Sea and America's Delaware-Chesapeake waterways also extends to cities. Osaka, Japan's second city and greatest industrial center, at the eastern end of the Inland Sea, compares in position with Philadelphia. Its three and one-half million population is far greater.

In the same relative position as Wilmington, Delaware, is Kobe, Osaka's deep-water port and Japan's chief center of shipbuilding and heavy industry. Its 1,000,000 population is several times that of Wilmington. As it does between Philadelphia and Wilmington, industry rules the waterfront from Osaka to Kobe.

Shimonoseki Region Is a Jap Ruhr

Roughly 150 air miles west of Kobe on Honshu are Kure and Hiroshima, comparable to Annapolis and Baltimore. At Kure are the Imperial Naval College, a naval station, steel works, and Japan's largest drydock. Naval industry built its population to 276,000 and made it a major target for U. S. bombers. Hiroshima (340,000), 15 miles northwest on the same bay, is a textile city and army center.

At the western end of the Inland Sea, in a position corresponding to Norfolk's, is the Norfolk-size city of Shimonoseki. South across the narrow strait is the great Moji-Yawata industrial area, which, with its steel works and near-by coal fields, helps to make the Shimonoseki region a Jap Ruhr.

Besides the cities mentioned, there are five with over 100,000 people, and a dozen others with over 25,000 rimming the shores of the Inland Sea. Of the five over 100,000, three—Himeji, Okayama, and Ube—are on the north shore, along Honshu's railroad connecting Kobe and Shimonoseki. The other two—Matsuyama

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In the east, the Soviets have overrun East Prussia, the province which was detached from the rest of Germany after World War I in order to make a land corridor to the Baltic for Poland. They have taken the Border Provinces (Grenzmark), Upper Silesia, most of Lower Silesia, and Pomerania—all part of Prussia. They have pushed deep into Prussian Brandenburg on a wide front to threaten Berlin, and have reached close to two non-Prussian states—Saxony on the south and Mecklenburg on the north.

Between the lower Rhine (the Ruhr area) and Berlin lie the Prussian provinces of Hannover, Westphalia, and Hesse-Nassau, and the states of Lippe and Brunswick. At the southern end of the western front (U. S. Seventh Army) are the states of Baden (illustration, below), Württemberg, and Bavaria. A loose chunk of Prussia is inside Württemberg. Thuringia lies just north of Bavaria.

In central Germany, between Westphalia and Brandenburg, the old political crazy quilt reaches its craziest. There—mostly in Hannover and Saxony province (distinct from non-Prussian Saxony state)—are sprinkled a score of odd pieces. Five of them comprise Brunswick, three make up Anhalt. Hamburg and Bremen, in the north, are separate city states.

Note: The states and provinces of Germany may be located on the Society's Map of Germany and Its Approaches, which was a supplement to the July, 1944, issue of the *Magazine*.

See also "Fallen Cologne Was Metropolis of Western Germany," in the GEOGRAPHIC SCHOOL BULLETINS for March 26, 1945; "Saxony, Germany's Midsection, Feels War Pressure," March 12, 1945; and "Oder River Is Germany's Rhine of the East," February 26, 1945.

Bulletin No. 1, April 16, 1945.

Paul T. Rumpp

TRADITION-LOVING GERMANS CLING TO OLD WAYS

Despite the Reich's showy modernization under Nazi rule, many rural and back-country Germans still live amid such medieval surroundings as this scene of Wertheim reveals. Wertheim is on the Main River in Baden, the state of southern Germany that includes the Black Forest, Mannheim, Karlsruhe, and many famous resorts. Though the Nazis set up a Gau, or party district, to take the place of Baden, and though they took away all the state's traditional rights, this stolid burgher no doubt still considers himself a Badener as well as a German.

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General Headquarters, Washington 6, D. C.

Bahamas, Isles Near United States, Have Food Problem

THE Duke of Windsor, in resigning the governorship of the Bahamas, gave up a tiny segment of the British Empire at the doorstep of the United States.

Like some of his predecessors, the duke had faced the Bahamas' knottiest problem—to make the land more productive. Even with their inviting climate the islands have a persistent food shortage. Agriculture has fallen behind needs, and food must be imported. Experimental farms have shown that various field crops can be grown successfully (illustration, next page). Tomato yields have provided a surplus for export. Pineapples and sisal fiber are grown. But the people show little interest in farming.

Nearest Island Lies 52 Miles from Florida Mainland

Agriculture was spurred at one time by Tory Loyalists who fled to the islands during the American Revolution. They introduced slave labor and cotton, which did not grow well. Spaniards introduced sugar cane and limes. Yams came from Africa; mangoes from India; the shaddock, a citrus fruit, from the East. Avocados were introduced from Cuba, and guavas from Jamaica.

Despite these additions to local resources, food in the Bahamas has not been plentiful. The sea has been blamed for the decline of agriculture—"its fish, crabs, and turtles are too easy to get." Cultivation also had its handicaps in the United States tariff laws and the distance to other markets.

Resembling a broken string of beads, the more than 3,000 islands, cays, and rocks that form the Bahama archipelago are strewn over 630 miles of the Atlantic between Florida and the island of Hispaniola—which includes Haiti and the Dominican Republic. At their nearest point the Bahamas are only 52 miles from the United States mainland. Geologists regard the islands as the exposed tips of a submerged ridge. In general, the islands are low and flat, few heights exceeding 300 feet. The total area is a little less than that of Connecticut.

The climate of these so-called "Isles of June" has been one of their greatest natural resources. From November to May the temperature ranges between 60 and 75 degrees Fahrenheit, and the average for the summer months is about 88 degrees. Fine weather is almost constant, and much household work is done in the open. Occasional hurricanes cause severe damage.

Nassau, Islands' Capital, Noted as Winter Resort

More than a hundred kinds of flowers blossom in the islands. A variety of trees, some useful in medicine, has figured sizably in exports. Lack of skilled labor and railways has prevented much use of timber stands. The range of wild life, except birds, is narrow—raccoons, a few harmless snakes, centipedes, and scorpions. Land crabs are bold and greedy, the bane of gardeners. Loggerhead turtles weigh as much as 700 pounds.

Capital and most important town of the islands is Nassau on New Providence, with a prewar population of 12,500—about one-sixth of the islands' total. Permanent residents had a ratio of four Negroes to every white. Tourists thronged Bay Street, the principal thoroughfare of Nassau, in peacetime winter seasons, crowded the curio shops, and listened to old women singing hymns as they clipped sponges, chief export item. About 60 to 80 steamers on Caribbean cruises called at Nassau in prewar winters.

Government House, built in 1801, is the seat of British power and the center

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and Tokushima—are on the south shore of the sea, on Shikoku's northern coast.

Shallow as it is, the Inland Sea takes the largest ocean liners even in the shallowest main channels (35 feet) at its western end. Ships from the Western World via Suez and India normally followed the South and East China seas and entered the Inland Sea to dock at Kobe. Tourists saw a constantly shifting scene of beauty around the placid waters—native craft, fishing villages, hill-slope terraces green with rice and tea, mandarin orange groves, small herds of cattle, and occasional tile-roofed houses reminiscent of the Mediterranean.

Noted for sunny weather, the Inland Sea's coasts carry on nine-tenths of Japan's salt evaporation industry. Spinning and weaving of imported cotton and other fibers are conducted extensively in the cities and towns. A household industry is the weaving of tatami floor mats from a reed grown on the lowlands.

Note: The Inland Sea is shown on the Society's Map of Japan and Adjacent Regions. See also, "Japan and the Pacific," in the April, 1944, issue of the *National Geographic Magazine*; and "Unknown Japan," August, 1942*; and, in the GEOGRAPHIC SCHOOL BULLETINS, October 9, 1944, "Targets in Japan: Kyushu's Cities of Steel and Ships."

Bulletin No. 2, April 16, 1945.

W. Robert Moore

PEACEFUL STONE LANTERNS AND A TEMPLE TORII DISGUISE A FORTRESS ISLE

The prewar calm of Japan's Inland Sea reflects no more threatening ships than two square-sailed fishing sampans, although the island—Miyajima—off which they stand was heavily fortified even in peacetime. Rising above the placid surface is a *torii*—a gateway indicating that a temple rises in the vicinity. The word torii is written by two Japanese characters which stand for *bird* and *dwelling*, probably meaning that the structures were originally used as perches for birds offered up to the gods. The stone lanterns at the edge of the water also show that a temple is near, although they are often used merely as garden ornaments and have lost most of their religious significance.

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Tri-Cities Near Rhine-Main Junction Fall to Yanks

IN QUICK succession three industrial and communication prizes in the Rhine-Main triangle of southwest Germany fell to the racing spearheads of the United States Third Army. They are Mainz, Frankfurt, and Darmstadt.

Mainz, home town of Johann Gutenberg, credited as the inventor of printing with movable type, lies on the west bank of the Rhine (Rhein) opposite its junction with the Main. It rises by stages from the river bank in a sort of natural amphitheater. Prewar population of Mainz and its suburbs was about 158,000.

Exiled Citizens Spread Knowledge of Printing

Mainz—or Mayence as the French spell it—developed as a fortress, an episcopal see, and a river port. Commercial and industrial interests of the early town were subordinated to religious and military developments. In the 8th century it became an archbishopric. Charlemagne, who had a palace near by, rebuilt Mainz after its destruction by Vandals and Huns, and gave it special privileges.

Conflicts between bishops, and struggles of the citizens to break the power of the bishops made the 15th century a turbulent time for Mainz. Citizens who had supported the losing side were sometimes driven into exile, but their city's loss was the world's gain, for they took with them their knowledge of printing.

War has shaped much of the city's destiny since its birth in pre-Roman times. Swedes and French occupied it in Europe's Thirty Years' War. It was ceded to France in 1797, and again in 1801, was restored to Germany in 1814, and passed to the Grand Duke of Hesse in 1816, later becoming a part of the modern German state of Hesse. After the First World War it was occupied by Allied troops.

The Romanesque cathedral of Mainz dates from the 10th century. Converted into library use the old electoral palace was still a reminder of early political affairs. The so-called Eigelstein monument is believed to have been erected by Roman soldiers.

In 1871 the city edged beyond the old line of fortifications and built a new town which included the industrial quarter and the waterfront, an area about twice as large as that of the old city. Mainz produced hardware, cement, machinery, and chemicals, and specialized in gold and silver articles, carpets, leather goods, and furniture. Chief items in the river trade were Rhenish wines, grain, flour, oil, coal, and timber.

House of Rothschild Made Frankfurt a Great Banking City

Frankfurt (Frankfort-on-Main), home of the frankfurter, economic capital of Germany's southwest, was a city of 550,000 people and ranked ninth in the prewar Reich. The city is strategically located on the north bank of the Main River, 21 miles east and upstream from the river's junction with the Rhine at Mainz.

Principal north-south rail and highway routes converge at Frankfurt. The Main was crossed by nine bridges leading to the south-bank suburb of Sachsenhausen. Two superhighway branches spanned the stream west of the city. In recent years the Main has been dredged and canalized to allow heavy Rhine River barges to reach Frankfurt docks. The wide plain of the upper Rhine extends southward 80 miles from Frankfurt to Karlsruhe. Northwest of the city, the Taunus Hills are an eastern extension of the Hunsrück.

World renowned as a banking center, Frankfurt's reputation for money lend-

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of social life. Displays at the public market usually attracted as many sightseers as buyers. On sale were homemade brooms and baskets, live goats, pigs, and sheep, and vegetables and fruits with mouth-watering appeal.

Across the harbor is Hog Island with its famous Porcupine Club, Paradise Beach, and luxurious homes of winter residents. Nassau is within easy air hop from Miami, and clippers daily alighted on the harbor waters and taxied to ramps leading to the shore. The old ban on automobiles now has exceptions.

Originally known as the Lucayos from the aborigines occupying the islands, the Bahamas were held by Spain at the beginning of their history. Having shipped most of the native population for work in other colonies, the Spaniards moved out and the English, in 1629, moved in. Spain later decided to claim the islands by right of discovery and ousted the English. A period of disorder followed—the English trying to regain their foothold, French forces making an occasional raid, and pirates (illustration, cover) making themselves at home regardless of the international tug-of-war.

Stanley Toogood

ALL THIS, AND SEA FOOD TOO: STILL BAHAMANS HUNGER

These Nassau street peddlers display some of the scores of tropical fruits and vegetables that grow easily in the Bahamas. Natives make little effort to cultivate the land since the sea, which they love, supplies them so generously. However, a brief period of adverse conditions brings shortages and food must be imported. "Feast, then famine" has been the story of Bahama. These festive trays are loaded with bananas, plantains, yams, oranges, lemons, mangoes, cassava root, coconuts, pineapples, and onions.

In 1718 another English settlement took root with the aid of troops, and in 1787 the Bahamas became a possession of the British Crown through purchase of the rights granted the old lords proprietor. As every schoolboy knows, it was through the Bahamas by his landing on San Salvador (Watling Island) that Columbus first entered the New World.

During 1943 several thousand Bahama workmen were imported to the United States to help harvest truck crops.

Note: The Bahamas appear on the Society's Map of Mexico, Central America and the West Indies.

For additional information, see "The British Commonwealth of Nations," in the April, 1943*, issue of the *National Geographic Magazine*. *(Issues marked with an asterisk are included in a special list of Magazines available to teachers in packets of ten for $1.00.)*

Bulletin No. 3, April 16, 1945.

GEOGRAPHIC SCHOOL BULLETIN

Published Weekly by

THE NATIONAL GEOGRAPHIC SOCIETY

(Founded in 1888 for the Increase and Diffusion of Geographic Knowledge)
General Headquarters, Washington 6, D. C.

Geo-Graphic Brevities

WESTERN STATES AND PERU SUPPLY VANADIUM, STEEL TOUGHENER

WITH the recent uncovering of rich deposits of war-essential vanadium in Wyoming and Idaho, the United States hopes to become self-sufficient in supplying this "strong arm" metal to its steel-hungry nation. Leaving no stone unturned in the war effort, North American interests have just finished building a mammoth vanadium leaching plant in Peru.

Vanadium—the mineral that hardens, toughens, and strengthens high-grade steel—is found in minute quantities throughout the world, but only in a very few places is it sufficiently concentrated to be of commercial importance.

This silvery gray or slightly greenish-gray metal always occurs in nature in chemical combination with a variety of other materials. Sometimes it follows the same veins in which lead, zinc, and copper are found. In Peru, which has the largest deposits in the world, the mineral comes from hardened asphalt.

In Colorado and Utah—the source from which the United States has been dipping up about 50 per cent of its domestic needs—it is found in the sandstone formations. Wyoming and Idaho vanadium is imbedded near the kind of phosphate rock ordinarily processed for fertilizer.

Germany's need for this war-vital substance has been so acute that slag from blast furnaces was carefully "sifted" for the vanadium lost in steel making. Italy frugally wiped out the smokestacks of ships and industrial plants for naphtha soot, and from it extracted part of its wartime vanadium supply. Italy also gleaned vanadium from caustic soda solution used in refining bauxite. An American firm has reported "rich" accumulations of vanadium in the flue dust of ship boilers burning Venezuelan fuel oil.

Vanadium-toughened steel was used in peacetime mainly in locomotive frames, springs, automobile axles, gears, and other machine parts. As a war essential it lends its strength to steel armor plate, high-speed tools, and to machines that produce combat weapons.

The importance of vanadium as a steel toughener has been known for almost 50 years, but only since 1905, when the rich Peruvian deposits were found, has the metal's extensive use been possible. When vanadium was first discovered in 1801, it was called "erythronium." Almost 30 years later small amounts were recovered from iron slag. Because of the brilliant colors the mineral displayed in solution, it was called "vanadium" after the Swedish goddess of beauty, Vanadis.

Note: For information on vanadium and other war-essential metals, see "Metal Sinews of Strength," in the *National Geographic Magazine* for April, 1942.

* * * * *

GDYNIA, MADE-TO-ORDER BALTIC PORT, WAS POLAND'S SEA OUTLET

A GREAT prize of the Soviet drive in the Baltic area was Gdynia (illustration, next page), a made-to-order Polish port that entered world trade fully equipped for modern service and quickly outstripped in shipping its established neighbor-rival, Danzig. Gdynia, like Washington, D. C., and unlike most cities, was conceived in the minds of men and did not, Topsylike, "just grow."

Determined to have a sea outlet independent of Danzig, the Poles began the building of the new port of Gdynia in 1924, and dedicated it ten years later. Thus a new city was fashioned on the site of a small fishing village and the

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ing started in the small shop of Mayer Anselm Bauer—Zum rothen Schilde ("At the Red Shield"). This gave its name to Rothschild banking houses, which financed European wars and attracted mercantile and industrial associations to Frankfurt. Chemical and electrical equipment industries predominated among factories lining the Main both east and west of Frankfurt's commercial heart.

Frankfurt was a city within a city—an old print set in a modern frame. The "old" town, laid out in semicircular fashion fronting the Main, was rich in early landmarks. Fronting its city square was the 500-year-old town hall, where German kings were once elected; near by was the equally famous cathedral (illustration, inside cover) where kings were crowned. In the courtyard stood the famous Justitia Fountain, which spouted red and white wine when kings banqueted. The city was a center of the Rhenish wine trade (illustration, below).

At one time Frankfurt ranked first in the printing of books. It had one of Germany's best known prewar newspapers, the Frankfurter Zeitung. The city will long be remembered as the birthplace of Goethe.

Darmstadt, smallest of the three Rhine-Main cities, had 115,000 inhabitants. It was a center of rail, highway, and superhighway routes, 17 miles south of Frankfurt and 21 miles southeast of Mainz. Most of its workers made scientific instruments, machinery, and chemicals in plants which had expanded with the Nazi war machine.

But the Darmstadt known abroad was the Darmstadt of art and finance, dedicated to culture by the last of its grand dukes. The old castle includes a library of more than 600,000 volumes, a church, and collections of art and science. Southeast from the castle is the old town with its narrow crooked streets, where Darmstadt developed one of western Germany's outstanding banks. West of the castle the broad Rheinstrasse leads to the main railway station through the well-planned new town.

Note: The Rhine-Main industrial cities may be located on the National Geographic Society's Map of Germany and Its Approaches. A price list of maps may be obtained from the Society's headquarters, Washington 6, D. C.

Bulletin No. 4, April 16, 1945.

Dr. Paul Wolff

FRANKFURT WINE CASK MAKERS SOLEMNLY PERFORM A BIT OF PREWAR MUMMERY

Polish Corridor was equipped with an outside door. At the time of the German invasion of Poland the population of this tailor-made town was about 130,000. Visiting Americans felt a touch of home in the well-lighted, paved streets, and the well-designed hotels, stores, banks, theaters, and residence districts.

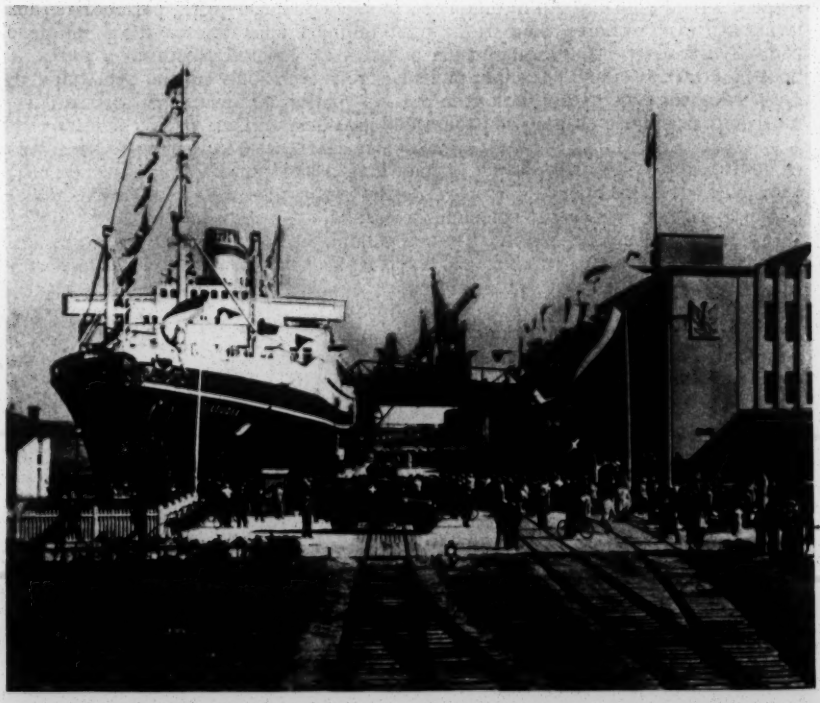
Poles promoted Gdynia as the Baltic's largest port, and pointed out that it was surpassed in northern Europe only by Rotterdam, Hamburg, and Antwerp. They took pride in its 500-acre harbor with a depth of 39 feet, protected by the sandy peninsula of Hel; its miles of quays, its drydocks, its numerous cranes, and a refrigerator warehouse that could accommodate 1,200 carloads of freight. In 1938 the port cleared more than 9,000,000 tons of cargo, and about 43,000 passengers.

Through Gdynia flowed exports of coal, timber, beet sugar, bacon, grain, and eggs. Incoming cargoes were made up mainly of factory wares from the United States and Great Britain, some of them marked for Czechoslovakia and Romania. Railways linked the port to centers in Prussia, Poland, and East Prussia.

Waterfront life had its lighter side. Bathers thronged the beaches, strollers took the air on the promenade, and gay yachts found anchorage among the workaday freighters. Thousands of summer visitors were attracted to Gdynia's stretch of coast—part of the natural resort area that Poles have long regarded as their summer land.

Note: Gdynia is shown on the Society's Map of Germany and Its Approaches.
For additional information, see "Flying Around the Baltic," in the *National Geographic Magazine* for June, 1938*.

Bulletin No. 5, April 16, 1945.



GDYNIA: THE DOOR AT THE END OF THE POLISH CORRIDOR

Pride of prewar Poland, Gdynia flowered from a deserted seashore into the Baltic's busiest port—all in the brief time between the two world wars. Here the motorship *Pilsudski* of the Gdynia-America Line unloads her peacetime passengers across a bridge directly into the railroad station—an example of the modern planning of this model port.